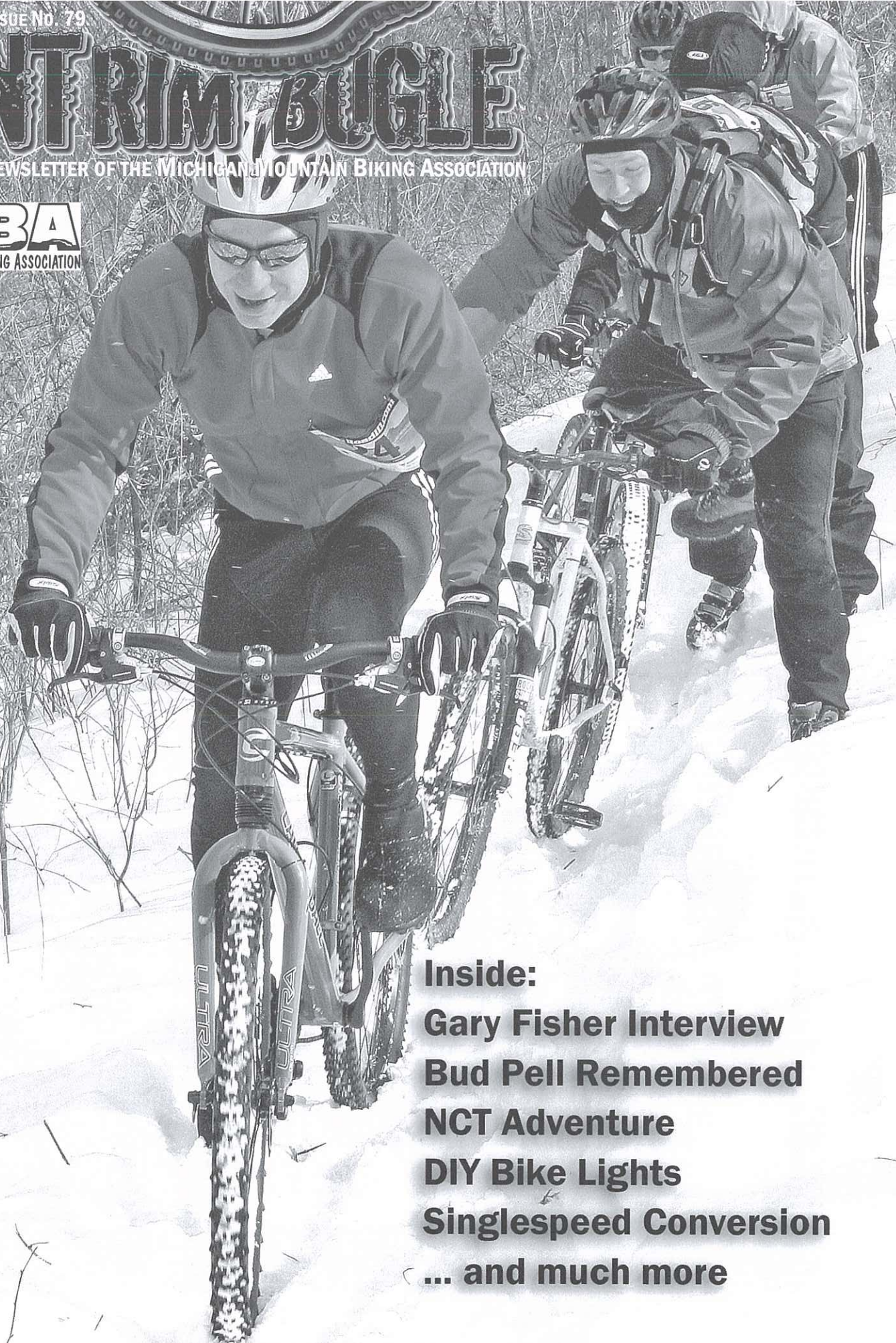


SPRING 2007 Issue No. 79

# BENT RIM BUGLE

THE OFFICIAL NEWSLETTER OF THE MICHIGAN MOUNTAIN BIKING ASSOCIATION



**Inside:**  
**Gary Fisher Interview**  
**Bud Pell Remembered**  
**NCT Adventure**  
**DIY Bike Lights**  
**Singlespeed Conversion**  
**... and much more**



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The Michigan Mountain Biking Association (MMBA) is a 501-(C)(3) non-profit organization. We have 1,600 members in nine chapters throughout Michigan. The mission of the MMBA is to promote responsible mountain biking and to work toward the goals of common land access and natural resource protection through interaction with policy makers, the cycling industry, race promoters, mountain bikers and other trail users. The Bent Rim Bugle is published four times a year (March, June, Sept, Dec.) by the Michigan Mountain Biking Association and distributed to all members. It is made possible by volunteers and riders like you.

#### Bent Rim Bugle

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Visit the MMBA on the web at:

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Cover photo by Hans Nyberg



#### BRB Information

The Bent Rim Bugle (BRB) began over 15 years ago. Back then, the Michigan DNR was on the verge of closing all state land to mountain bikes. The BRB was the means for organizing the state's off road cyclists to work for continued access.

Today the BRB still carries the torch for off road advocacy, it has become the official newsletter of the MMBA. Published quarterly, the BRB keeps the MMBA membership up to date on what's happening throughout the State.

#### Contributing articles, artwork, and photos

If it's about mountain biking, please send it in. Electronic submissions should go to [brb@mmba.org](mailto:brb@mmba.org). We prefer documents in Microsoft Word, or simple text. Photos should be in jpg format and at least 300 dpi. We can't promise everything will get published, but we'll do our best. For more information on how to submit contact [brb@mmba.org](mailto:brb@mmba.org)

#### Advertise in the BRB

The Bent Rim Bugle offers inexpensive and targeted advertising which helps with the cost of producing this cool newsletter.

#### Spring 2007 Issue No. 79

#### Inside this Issue

4	From the President
5	New IMBA Book
5	Mountain Biking in Greenville
7	CPS Race Schedule
8	North Country Trail Adventure
10	DIY Bike Lights
11	Singlespeed Conversion
12	Remembering Bud Pell
13	Take a Trip with a Kid
14	Gary Fisher Interview
16	Chapter Chatter
17	McGinnis Lake Loop Open
20	Volunteer of the Year
20	THAW
	Back Cover
	Expo Photos

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#### Additional Copies

Additional copies of the BRB can be purchased for \$3.00 each, based on availability. Contact [brb@mmba.org](mailto:brb@mmba.org).

## Building Mountain Bike Trails Sustainable Singletrack

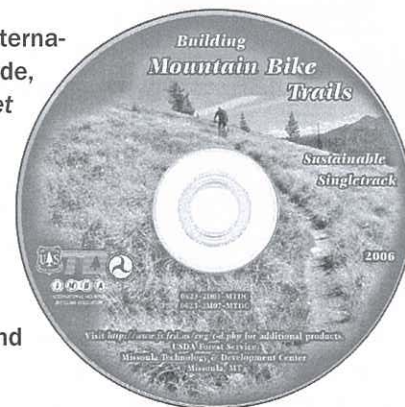
This FREE DVD is a supplement to the International Mountain Bicycling Association guide, *Trail Solution: IMBA's Guide to Building Sweet Singletrack*.

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## From the President

# A New Season for the MMBA

Spring is just around the corner and a new season of Mt. Biking is coming up. Each spring we look forward to getting back to the trails we last saw a few months ago (and maybe longer with the fall Monsoon season we had). We also look forward to new things - new bikes, new gear, new trails, new friends. I look forward to the new season, it's always a fun and exciting time.

Like the changes to the riding season, we have a new season beginning for the MMBA. Lots of changes have taken place in the last few months and many more are likely to happen in the future.

As you may have heard, our long time Executive Director, Todd Scott, has decided to step down after a number of years leading the MMBA. Before that, Todd was the SE chapter president. Todd has been involved in most every facet of the MMBA, providing invaluable leadership, guidance and patience. The list of things Todd is directly responsible for is too long to list here. Todd worked with land managers and officials to develop a positive relationship that allowed the MMBA to be a partner with their organizations and benefit from it. He also spent a lot of time and effort working with other groups like ours to form coalitions that pushed legislation and other things good things for Mt Bikers and bicyclists in general. Under Todd's leadership, we have more trails and miles than ever before, and more opportunity for new trails than we have people to build them.

Stepping down is another ex-president and longstanding MMBA leader, Dan Harrison. Dan's influence in the MMBA as President and Trail School leader is another story in dedication and hard work. The REI grant is a reflection of that.

Also, I had decided not to run for an MMBA board position and we have a new President - Bill Mayer (I was asked to do a final column due to the deadline for the BRB). And new board members Ed Hug and Scott Silvers.

Last year we got a lot of important items done. One very important item was the \$20,000 REI grant for Dan Harrison. Todd nominated Dan and submitted the work for the grant. We investigated how best to use this money and it was decided to create an endowment. After looking into several organizations, we chose the Community Foundation for Southeast Michigan to create that endowment. In order to make this happen, we are having a financial audit done by an outside firm and the board voted to have all this complete by June 2007. This will allow the MMBA to have a steady stream of income FOREVER that will GROW! It also gives us a solid fundraising foundation to build upon.

Another item that will impact the MMBA was the split of the SE chapter and the folding in of the Pontiac Lake chapter. This gives us two strong, active chapters that will allow members to really focus on the trails they love. Nick Shue was elected Metro North President (a move from the SE President) and Joe Foy is the Metro South President.

We also completed the MMBA Strategic Plan. I keep mentioning this because this is an important roadmap for the organization. The intent of the Plan is to provide us with goals and strategies we need to put in place in order to grow the MMBA and keep it strong. It looks at issues such as defining the role of the Board, ED, and other positions. It was created with input from YOU using the survey we created last summer.

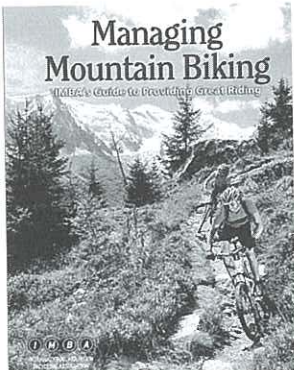
So, we have a new President, new board members, new chapters, and an open ED position to fill. We have a roadmap to execute. We have a long awaited endowment on the horizon. Lots of change! Lots of exciting possibilities! Lots of new people!

It's a new season in the MMBA.

Have a great summer!!!

Pat Audet

## New IMBA Book Promises Great Riding



What makes one trail a success, while another is unpopular or the source of conflict? Why do some trails last for decades with minimal maintenance,

while others require expensive repairs? *Managing Mountain Biking: IMBA's Guide to Providing Great Riding* gives solutions for these and dozens of other trail-related dilemmas. Written for professional land managers, volunteers, and recreation providers alike, this 256-page book offers an essential collection of best practice for planning,

designing, and managing successful trail networks and bike parks.

More than 50 experts - including land managers, recreation ecologists, professional trailbuilders, and experienced advocates - contributed to *Managing Mountain Biking* creating the most complete reference of its kind. Strategies are clearly described with the aid of 270 color photos and 25 helpful illustrations; dozens of success stories from around the globe provide real-world examples of effective trail management.

Edited by IMBA veteran Pete Webber, this new book expands significantly on IMBA's popular 2004 book *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*. It breaks new ground with advice on overcoming user conflict, minimizing environmental impact, managing risk, and providing techni-

cally challenging riding. While *Trail Solutions* covered trail construction, *Managing Mountain Biking* focuses on solving mountain biking issues through innovative trail design, effective partnerships, and visitor management strategies.

The project was supported by a grant from the U.S. Federal Highway Administration's Recreational Trails Program along with sponsorship from the National Park Service Rivers, Trails, and Conservation Assistance program and the states of Pennsylvania, Tennessee, and Minnesota.

The book is available exclusively through IMBA and costs \$35. IMBA members receive a 10-percent discount and quantity discounts are available. Visit IMBA's Online Store or call toll free 1-888-442-4622 to order.



# Mountain Biking in Greenville

By Troy Gough

In May of 2005, Randy Merren and a handful of volunteers broke ground on what would be the first of many trails in the Greenville area. After a few short weeks and hundreds of hours of labor, they had crafted a wicked, tight, challenging trail known as Edwards Creek. Edwards Creek has 7 miles of winding intermediate and expert singletrack trail, including a good variety of terrain. Short, intense climbs, downhill with plenty of rocks, roots, log and structure crossings and lots of off-camber trail. It's tight, technical and very challenging. There will be an additional (hopefully 3) miles of trail added this spring, which will give us 10 miles of some of the best technical trail in the West Michigan area.

One trail wasn't enough though. Randy and crew just completed trail number two. The Shearer Road Trail. It's a 4.5-mile loop that's fast, flowing and great for training. These trails will be linked via the paved Fred Meijer Flat River Trail that wraps around the city of Greenville. We're working closely with the Greenville Recreation Department and City



government to secure additional property and build even more great trails. If you haven't already, check us out on the MMBA website, [www.mmba.org](http://www.mmba.org).

We're also starting a local group called the GMBA, or Greenville Mountain Biking Association. We want to not only increase awareness of the sport, we want to involve more people in biking, volunteering and donating to local trails. Check us out online at [www.ridegmba.com](http://www.ridegmba.com). And make sure to mark your calendars for Sunday, July 15th, as the GMBA will be hosting its first Epic Ride Event, a Poker Run on the local trails. We'll update the MMBA and GMBA website as we gather more information. Call Randy at 616.835.4205 with any questions.

All of these trails are great, but we are in need of people who are willing to help. Volunteers at any and all levels are welcome. If you're interested in helping please contact the EC Trail Coordinator, Troy Gough at 231.349.8360 or e-mail him at [troygough@chartermi.net](mailto:troygough@chartermi.net).

Questions or comments about the new Shearer Road Trail should be sent to the Trail Coordinator, Benny Ingraham at 616.734.2248.

We'll be doing our weekly group rides starting this spring as well. Mountain bikers ride Tuesday nights. Contact Randy with questions. Road bikes ride Thursday nights at 6 and leave from the Freewheeler II bike shop. Call 616.754.0611 for more info.



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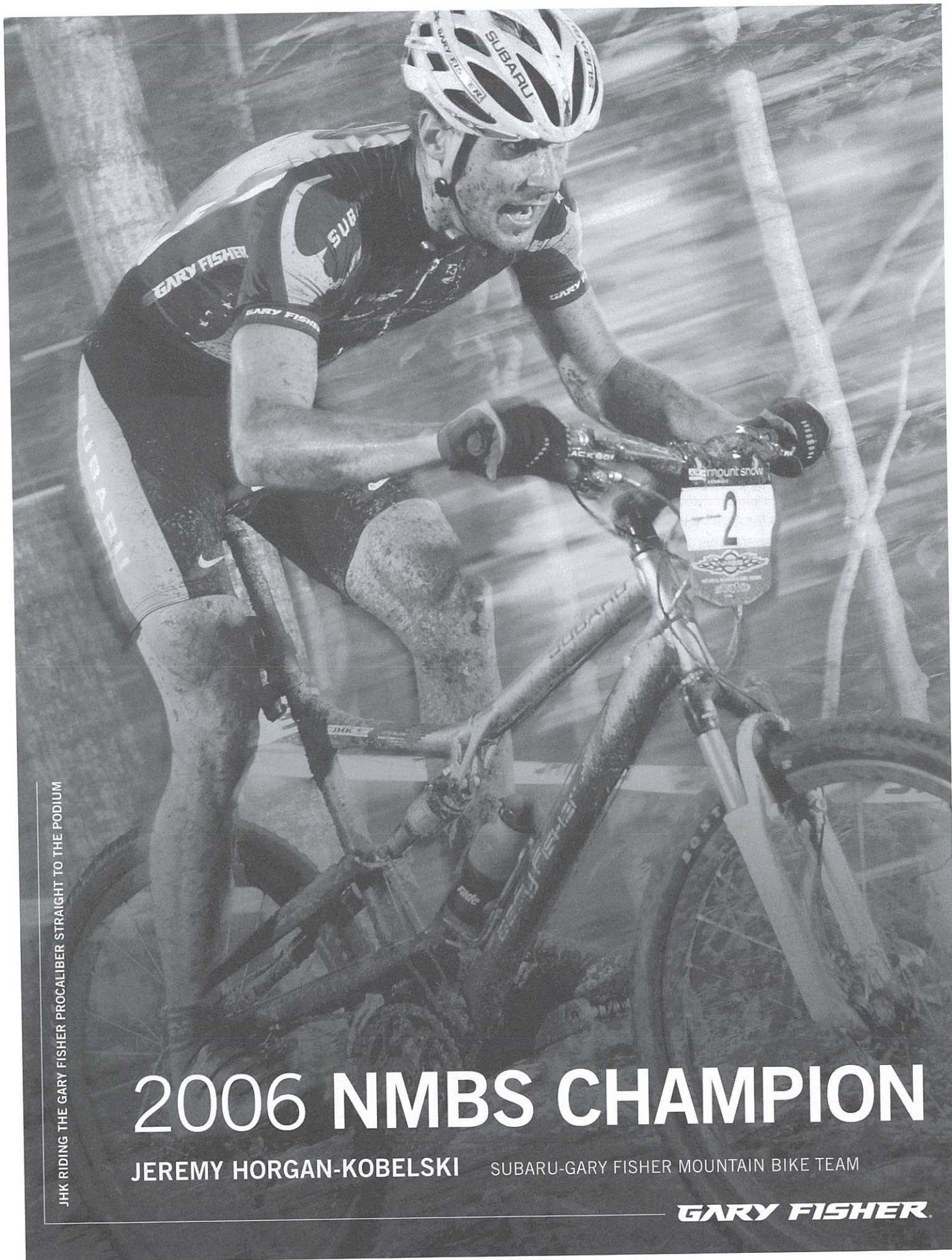
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**Saturday, August 25th  
Maybury Chapter Benefit  
Cross Country**

**Sunday, June 3rd  
Hanson Hills Challenge  
Cross Country**

**Sunday, September 23rd  
Addison Oaks Fall Classic  
Cross Country**

**Saturday, July 7th  
Boyne Challenge—Marathon  
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Double Rider Points!**

**Sunday, September 30th  
Pando Challenge  
Cross Country  
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**More information:  
[www.MMBA.org](http://www.MMBA.org) or [CPS@MMBA.org](mailto:CPS@MMBA.org)**



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# The North Country Trail an epic adventure

By Gary Anderson – Potawatomi Chapter

I wanted to share with you my experience of the North Country Trail, some of the finest quality singletrack this state has to offer. I was just enjoying a small segment of it over the past weekend – Section B to be exact. It has become one of my annual biking treks that I really look forward to and I usually schedule a trip in early June and sometimes a Fall trip as well. It's a long drive from the southeast area, but well worth it.

Non-biking people ask me why do you drive so far away to ride a trail when there are ones around here? Are you crazy? They just don't understand, yes, it's just another singletrack, but there is something special about the NCT. It is pristine, pure, peaceful and challenging. So many different trees, rolling terrain, wildlife, quiet solitude, long flowing downhill. The trail is only eight inches wide in most places as it traverses through the glacially cut forest. There is a pleasant smell that you only get when up North, it must be a combination of the moss, pine needles, ferns and dead leaves from last year. I was thinking to myself that if there was a way to duplicate it, you could create a great new cologne, maybe name it "the woods" or "Northern pine" or "Singletrack", something like that. Drives the mountain bike chicks wild perhaps? Maybe not, but I love it.

***"there is something special about the NCT. It is pristine, pure, peaceful and challenging"***

Anyways, back to my ride on Section B. My biking buddy was supposed to go with me like he has on the last four years, but backed out at the last minute. I thought about not going for about an hour and then came to my senses and decided to go it alone this time, probably not recommended for such a re-

mote trail however, but that never stopped me before. No way was I going to miss out on such an epic experience because someone's wife said no or whatever the excuse. Some things in life should not be cancelled and this is one of them, a sunny day spent flowing along on a ribbon of hard packed dirt. I headed up after work on Friday to stay with some friends in Houghton Lake. After a two hour drive, I arrived at the trailhead Saturday morning about 11:30, I was so excited!

Last year we rode the same section, but started at the Northern end – the Udell trailhead, things started out great, but we were going downhill a good part of the way and it was getting pretty hot. Well, at the 15 mile halfway point, we were both almost out of water and the trail turned upward on the way back. You can already guess what happened, we were out of fluid and still had many miles to go, it got brutal. By the time we reached our vehicle, we were starting to fade big time and took turns soaking our overheated and

thirsty heads in the cold water of the pump. Needless to say, I decided that it would be best to start at the Southern end Freesoil trailhead, go uphill on the first half, have a pump at the halfway point and smile all the way back to my truck going in a more downhill direction this time.

It worked out much better that way and there were a couple of icy cold Canadian beers waiting for me when I returned. You are digging kind of deep in the energy reserves on those last 5 miles of 30, but you can't help to have an awesome time mixed with a little suffering. Everyone that loves to ride single-track should try out some of what this trail has to offer, you won't regret a minute of it, trust me. Either you park a car at both ends of the trail or make it an out and back as all the sections are point to point, not loops like in the state parks. Be sure to bring plenty of food/snacks and water with you, we found that having Gatorade in our Camelbacks seemed to help a lot.

A little history: I first rode Section A of this trail with the Poto Chapter guys on a hot and humid 85 degree day. Almost everyone in the group ran out of water, a few of us were bonking pretty badly, a guys' rear wheel exploded and two guys resorted to drinking out of a nearby stream. Somehow they didn't get sick from it and everyone made it back to the lot. One guy provided support by riding back with a spare wheel and water, thanks dude!

I was hooked, it was like doing the Poto trail twice, but more fun.

I have ridden Section A four times and Section B twice and plan to explore Sections C, D and E within the next year. This trail goes through much of the Western half of the state, but only certain parts of it are open to mountain bikes, be sure to check. Here is a website for more information and detailed maps: [www.fs.fed.us/r9/hmnf/pages/hiking\\_manistee.htm](http://www.fs.fed.us/r9/hmnf/pages/hiking_manistee.htm)



SPEAK



BUILD

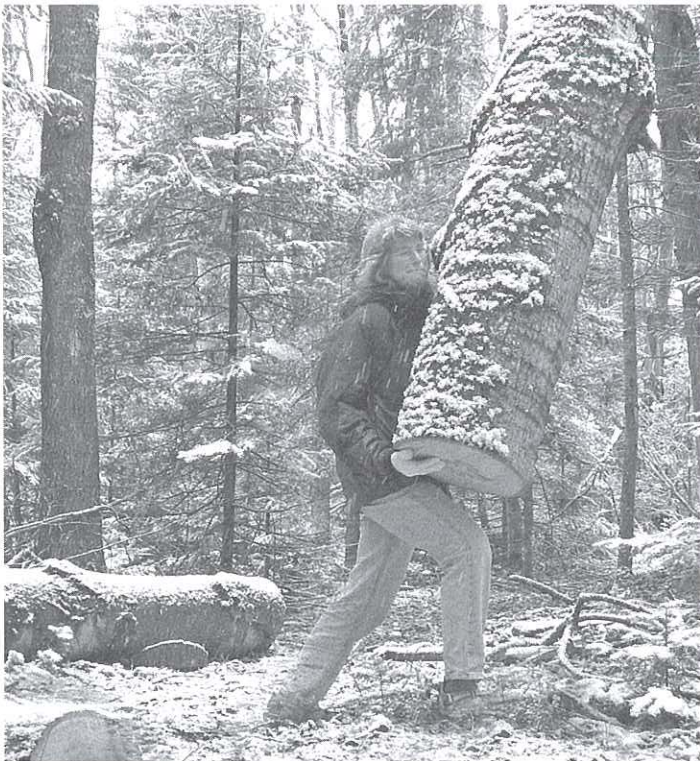


RESPECT



RIDE





*Photo by Jocelyn Trepte*

Jocelyn Trepte staged this shot of her friend, Jan Messerschmidt, for a photo competition at a Grand Traverse Hiking Club meeting – one of the categories was "Trail Maintenance." It was taken along the North Country Trail, and that big trunk Jan is hauling off was actually still hanging at an angle from a tree out of the picture on the right.

## Interesting Comments from State Park Users



The DNR gets a lot of very good comments about how to improve and fund our state parks and campgrounds. They also get a lot of interesting comments:

- By providing electricity and paved camp-sites we are contributing to the destruction and decay of our society.
- We would like a plastic walkway from the campground to the lake and pavilion at Holland.
- Put cleaner sand on the beaches. Fewer shells.
- Contact Hollywood actors and appeal to their "green side." They have more cash than they need.
- Spruce up the entrance with hanging flower baskets and potted plants.
- The toilet paper in the bathroom is too thin.

One good way of generating revenue would be to split the Dodge 4 beach in two. One side would be for families and the other would be a clothing-optional beach. We could charge higher for the clothing optional beach.

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# DIY LED Bike Lights

## two approaches to do-it-yourself LED lights

By Loren Konkus

After struggling with a flaky HID for a couple weeks, I decided it was time to try my hand at a homebrew LED. All the experiments on the MMBA and MTBR boards were very inspiring. The innovation that is happening is amazing.

I wanted to try my hand at making a bar mounted light for trail riding. I'd found trail riding with traditional bar mounted lights unsatisfying. All the ones I'm familiar with focus most of their light straight ahead in the center of the trail, with very little side light. This means you're always turning into the dark in the twisties. I wanted to see if I could



make a successful bar light with a very wide, diffuse coverage – more of a flood light than a spot light.

The LED system that I wanted to work with supported lenses with 2, 6, and 12 degree

light spreads. Rather than just a couple high power LEDs, I decided to go with many medium power LEDs, all pointed in different directions with different lenses so that their light pattern overlapped and gave a general illumination of everything in front of the bike. The end result was pretty successful. I'm currently throwing about 10 watts of light, or about 400 lumens, with the brightest area in the center gradually tapering off to each side. It's a more diffuse light than my HID, not quite as bright, but definitely adequate for brisk riding in the twisties.

By Larry Verna

The need to night-ride came about in the late summer of '04 when the sun started to set earlier and earlier and my friends in Team Tree Farm started breaking out their lights for second laps at Lakeshore Park. I looked around and saw that some people had HID, some had halogen, but what I noticed more than anything was how everyone loved to ride when the sun went down. I looked at the commercial offerings. HID's came in around \$400 back then. Good halogens were in the \$200 range and the price went up with run time and light output. What I also noticed was that once you bought any of the commercial systems all the components were proprietary and that didn't sit well with me.

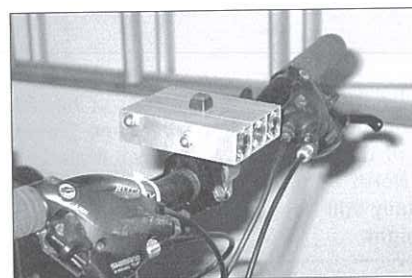
Being the type of person with a decent working knowledge of high voltage, radio controlled airplanes and a passion for tinkering I set out to build my own lights. I researched it online, asked questions and decided that a 20w halogen MR11 running on 14.4 volts would be a good choice. All that was left to do was to cut some aluminum tubes and figure a good way to mount it to my bar. The result worked very well and the trail was

illuminated very well for such little cost. About \$150 total was spent on batteries, chargers and miscellaneous components. I was a little disappointed in the yellow glow of halogen in comparison to HID but I knew that better technology was right around the corner.

In late '05, the Luxeon L.E.D.s started to hit the market in flashlights. First in 1W pen lights then in 3W and 5W Maglites. Once I saw the super bright light coming out of one of these early models I knew that this was going to be a project for me to do when I had some time on my hands.

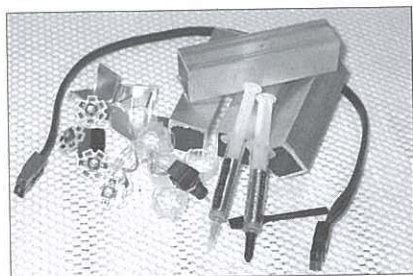
Well, that time came in early December of '06 when I set out to build a 9W (3x3W) Luxeon L.E.D. bike light. One of the biggest hurdles to the higher power Luxeons is heat, lots of it. So enough surface area has to be provided to dissipate that heat to keep the Luxeons from destroying themselves. Nine square inches per 3W is recommended and my Version 1 had twenty nine and has worked very well but it is very heavy and must be bar mounted. The angle aluminum I used for its construction was an 1/8" thick and is the reason for the weight. If I could find this angle done in 1/16" thickness, I'd buy it. But locally I've not found it. It could almost halve the weight.

A month later I decided to try a lighter design that I saw online. Another tinkering biker had done a light using 1" square tubing mated side by side, each one holding an individual



Luxeon and I was intrigued. There were no plans, I had no correspondence with the light builder, I just used the tube construction as a basis for my own internal design. As with all my lights, they are all very easily serviceable and the part counts are low. The tubing used was 1/20" thick and the final product, my Version 2 L.E.D. was light enough that it could be helmet mounted. I still chose to go bar mount, keeping the battery weight and wiring to the bike frame and not me. Having ridden with bar and helmet lights together and separately I've come to the conclusion that I prefer bar mount.

These lights both work extremely well, veritable blow torches of light with amazing run-time using two 6 cell, 3000 mah NiMH rechargeables in series providing more than 3 hours of intense white light and cutting a huge swath through the darkness. All for about \$80 each in components and materials. My next light project will be a 4 x 3W using the same design as the original Version 1, just balanced with 2 Luxeons on both ends and all electricals in the center of the unit. It should "look" better than the 3 x 3W Version 1 since it'll be symmetric.





# Singlespeed Conversion

## turn your old bike into a singlespeed

By the Bike Geek

Single speed mountain bikes have become very popular in the last few years. Many people have been converting their bikes since the mid 90's. The conversion can be pretty easy with some simple tips and newer products on the market. The best thing about the conversion is it's a great way to breathe new life into your old mountain bike. The following steps will help you keep using that old bike and make you feel like a kid again.

To start with you'll need an old mountain bike that will be a dedicated single speed. Once you convert the bike to single speed you really won't be able to switch back and forth to gears without rebuilding the drive train every time. So get your old bike out of moth balls and start taking off the drive train. For additional help or parts I am going to suggest visiting your Local Bike Shop (LBS). These guys and gals can be a wealth of knowledge.

*Note: The below is assuming you are using a freehub style rear wheel (cassette style wheel). If you are using a freewheel the process and tools change slightly.*

## Tools

### 1.) Chain Whip – Park SR-1

If you do not have a chain whip tool this is the time to buy one. This tool will allow you to take off cassettes, and the single speed cog size for different trails or rides (see below).

### 2.) Cassette Removal Tool

For the typically freehub body rear wheel (cassette style) the Park FR-5 or FR-1 will work with most cassettes and hubs. If you do not already have this tool it is another good one to have in your tool box for future repairs.

### 3.) Metric Allen Wrench Set

This is a must for any home mechanic tool box. You can get a fairly cheap set at the hardware store or from the LBS. Also note that any good multi-tool will have the correct Allen wrenches you need should be on this as well.

### 4.) Chain Tool

You can also find these on a decent multi-tool. But if you don't already have one this is a good tool to have for trail the occasional trail repair. Park CT-5 is a nice compact tool that will fit in any Camel-Bak or saddle bag.

### 5.) Crank Puller –

This is a specific tool that is used to extract the cranks from the bottom bracket spindle. My personal suggestion is to purchase a set of self extracting bolts which stay on the cranks at all times. These are easier to use and makes it one less tool to carry with you on trips or rides. These can usually be purchased for \$12 (less than a crank puller tool). There are 2 types of cranks you'll need the right bolt for your crank type as well. Either square taper or ISIS style.

## Parts

The following list is assuming all new drive train parts for the single speed. Even if your parts are not worn getting new chain ring, cog and chain is not too expensive, will make the conversion run and work to the best it can.

### 1.) Single Speed Chain Ring and Bolts \$25 - \$40

**TECH NOTE:** Cranks and chain rings are NOT universal. There are 4 bolt and 5 bolt style, as well as different bolt patterns to consider. While there are some standard patterns, I suggest taking the crank or old chain rings into a LBS for measuring.

This said we have had great luck with the Salsa Standard Chain Ring (\$25 no ramps or shifting pins). These come in a wide range of bolt hole patterns and teeth configurations. On top of the new chain ring pick up a set of short chain ring bolts (\$5-\$9) or bolt spacers. Unless your planning to run a bash guard. Since you'll be removing the chain rings the old bolts tend to be too long.

### 2.) Single Speed Cog \$7 - \$26

For the freehub style (cassette style hub) there are at least a dozen makers now producing nice single speed cogs. Including WTB, Surly, Dimension, Chris King, American Classic just to name a few. For the starter gears I suggest the Dimension because they are a good cheap way to figure out what size gears you want. This will also allow you to buy a several sizes while you're experimenting.

### 3.) Chain \$16

There are a few good single speed specific chains on the market and any 1/8" BMX should work too. Geared chains tend to be narrower but can also be less strong under the higher load of a single speed. Keep in mind that when your single speeding you'll find yourself standing on hills and putting some more force on the drive train than you might with having gears to choose from. My picks for strong chains are the KMC 710, and ACS 1/8" BMX chain. The SRAM 1 speed chain is good too and has a quick link for easy removal and install.

### 4.) Cassette Cog Spacers \$20-\$30

These are thin aluminum spacers that will take the place of all the cassette gears on the freehub body. The spacers are used to fill the gap left by removing the cassette gears, and to adjust the chain line (see instruction below). I prefer the aluminum spacers over plastic ones to prevent any movement and allow the lock nut to be tightened properly. These can be expensive individually, but there are a few companies now offering spacer kits (some include a single speed cog too). Including Surly spacer kit (no cog) as well as the DMR kit (includes cog).

### 5.) Chain Tensioner - \$50 - \$80

The chain tensioner helps take up any extra slack in the chain once you remove the rear derailleur. One of the jobs of the rear derailleur is to keep the chain taught while on any gear. There is a thing called the "magic gear" which is a gear ratio that keeps the chain tight without any tensioner, but it is rare and usually takes some trial and

(Continued on page 21)



# Remembering Bud Pell

By Todd Scott

*"The highest tribute to the dead is not grief, but gratitude." Thornton Wilder*



I received a call on December 19<sup>th</sup> from Bud Pell's son Chuck. Bud had passed away in his sleep at age 73. This was completely unexpected and tragic. Many folks are still in shock as Bud was still going at full speed and was more active than folks one-third his age.

We'll be working with Chuck on how we can help properly memorialize Bud and all he did for mountain biking in Michigan. He not only opened, designed, and built trails; he inspired many of us with his confident, down-to-earth, solution-oriented advocacy and hard work.

If you've ridden at Maybury, Ionia, Bass River, Stony Creek, or Highland, you've ridden on some of Bud's trail work. With all that Bud did for so many different groups and issues, we truly were blessed to have as much of his time in the MMBA as we did. He was a huge inspirational hero.

Chuck will be collecting stories and photos of Bud. If you have any you'd wish to share, please pass them along to [tscott@spamcop.net](mailto:tscott@spamcop.net). We're going to hold some sort of ceremony for him, perhaps at a Maybury trail day this spring. (As humble as Bud was, he'd be opposed to us doing this... Too bad, Bud.) We'll also look into some more permanent means of remembering him at the park as well.

## Remembering Bud

I first met Bud Pell at Mt. Holly in Michigan. It was my first adventure with Michigan Special Olympics. I had been on staff at Mt. Holly and wanted to work with Michigan Special Olympics for a short while and by God's grace the opportunity arose.

Bud was part of the Alpine Coaching Staff for Area 13 (Lapeer and Genesee counties) of Michigan Special Olympics. It was a great coaching staff and Bud was one of the gems of this group. It takes a special person to coach the athletes and Bud was as good as they get! He was not only a good coach to the athletes but a good person to them as well. He had a smile and a hug for all the athletes. We would brave the cold every Monday night and then we would do a little skiing of our own after the athletes left.

He was also part of a group of coaches that certified other Special 'O' coaches throughout the state. I went on a few exploits with the staff and he was awesome with those people too. We try to make it so the coaches got enthusiastic about it and for Bud, it was no problem.

Then one season we started talking about mountain biking and we couldn't stop. Another year we talked about kayaking and all the adventures he had been on. With Bud, it was always something new and surprising. I was amazed at his love of life by the things he did. He didn't just talk about it, he actually did it.

I thought to myself "what a cool old guy" and he really wasn't old, but only old in the number. I looked up to him for his active lifestyle and the things he did with his time, and if you look at it, most of those things were for others. Things that people take for granted, things that people say, "I'll let someone else do it, it's too much work." Bud did those things, he did them without complaint, he did them with a smile and he did them without expecting anything in return. He just did them.

Bud's a very cool old guy! And when I grow "old", I want to be just like him.

Jay Jones

*Michigan Special Olympics Area 13 Alpine and Cycling Director and active member of the MMBA*

As you know I worked many hours with Bud at Maybury, we both share a great love for that park. The first time I ran into him at Maybury he was riding in jeans with tools, I thought "what is this old guy doing out here", he soon showed me. Now when ever I'm doing trail work and I'm wearing jeans and riding my bike I always think back to that day!

Dave Poirier

*MMBA Maybury Trail Coordinator*

I'm stunned. Bud touched so many lives; this is going to send a shockwave throughout so many communities. It's clear that I was only aware of a few of the facets of his life, and even so, I was impressed by all the things that he did— not only to have fun, but to make the world a better place. With Bud it wasn't either/or, he realized that you could do both at the same time.

Losing a mentor is hard. I've lost quite a few over the years. It places a burden on you— the burden of seeing that the work goes on,

*(Continued on page 21)*



# Take a Trip with a Kid

## you'll make such a difference

By Joe Foy

Three years ago, in May, I was browsing the MMBA forums and noticed a thread on Trips for Kids asking for volunteers for an upcoming mountain bike ride. I thought "Sure, why not", I had nothing else to do that day. The day finally arrived and I packed the car, loaded the bike and headed off to Island Lake Recreation Area to meet "Dave".

Let me tell you about Dave Hurst and Trips for Kids -Trips for Kids Detroit is a 501(c)3 organization founded in 2002 by Dave Hurst. It has helped give access to outdoor adventures, including mountain biking, to over four hundred Detroit-area kids, ages 8-17. Trips for Kids Detroit combines mountain biking, canoeing/kayaking, hiking, snowshoeing and cross-country skiing outings with lessons in self-esteem, environmental awareness, teamwork and crime avoidance for kids who would not otherwise have these opportunities.

Day-long events, which are staffed by volunteers, include lunch and the kid's favorite part of the day, the cookie circle, where they review the challenges that were overcome, and relate what they've learned to their daily lives. Trips for Kids Detroit provides all the bikes, equipment and lunches during the mountain biking events. Trips for Kids Detroit, the only Michigan chapter, is affiliated with the Trips for Kids national program.

I pull in to the lot and get out. A guy walks up to me and introduces himself as Dave Hurst, the TFK director. He then explains what to expect of the day and from the kids. Next, a van pull in and out jump 8 rambunctious teenagers, all ready to tear up the trail. We settle them down a bit and get them all fitted with their bikes and helmets. Then we proceed to instruct them on the bikes, trail rules, what we expect from them, and what we hope they gain from their experience that day. Remember, these kids have most likely never had the opportunity to ride a mountain bike in this environment in their lives, so this will be a very humbling experience for most of them. We start off, and they are all gung-ho down the single track until they hit that first downhill or uphill, whichever comes first. Then the stark real-

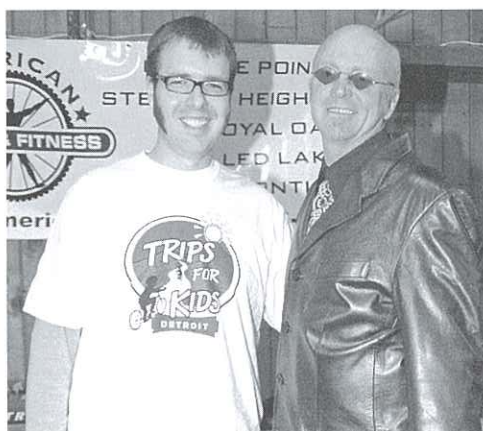


Photo by Hans Nyberg—Ten Mile Media  
Trips for Kids director Dave Hurst (l) with Gary Fisher at the MMBA Expo

ity of the "ride through the park" hits them. Some complete the task with little effort but for some it's one of the hardest things they have had to do. But all accomplish it with screams of joy, terror and glee. Some times words of *flavor* can be heard while they white-knuckle the rooted descents or as they use every ounce of energy they can muster to walk the bike up the rocky, rooted hill.

Did I mention that each one of these young men are wearing the baggiest of jeans, with heavy cotton T's and loose-laced gym shoes? Their attire is not at all what your typical mountain biker wears on a ten-mile ride. But after about 32 hours we finally hit the end of the trail and the kids are so happy to see the parking lot. Some are a little dirty. Some have a few scrapes and bruise that they didn't come with but the one thing they all have is a smile from ear to ear. Even the most hardcore street-kid was observed smiling at least once on the trail. He has no choice but to let his guard down and succumb to the pure enjoyment that all are experiencing.

The kids are asked to help pack everything back up, after which we have a cookout of hot dogs, which they have no problem devouring. Then they sit in a circle and everyone tells the group something they liked and didn't like about the ride. Once they do they get a couple cookies. All or most of the kids tell of how they liked being in the woods or how fast it was going down that one hill, but

all will tell you how they hated the UPHILLS. Then they all pile back in the van with screams of appreciation and off they go.

I've been volunteering with Trips for Kids for the past three years and have loved every second of it. Nothing is more gratifying than seeing the toughest exterior of the street-kid break down for those few hours and for once they actually get to be a kid and smile, laugh without having to put up a front for their own survival. Being from a background exactly like all these kids are from, I fully know first hand what a program like this means and the difference it will make in each of their lives. They will remember that day for the rest of their lives. I was raised in Boys Homes from the age of 9 till I turned 18 and I still remember going out on special trips that took us away from the clinical, mundane setting that these kids have to face on a daily basis. To this day I still remember the face of the folks that helped on that special day. The names have faded from memory but the experience is still as fresh as it happened 35 years ago.

I was lucky enough to be named "Volunteer of the Year" for 2005. Imagine receiving an award for something I take for granted everyday... riding a bike. But I did do it with those kids and I think I took as much away from our trips as they did, and that's award enough for me. I've gotten to know Dave really well these past three years and he is a very humble, hard working advocate for TFK's and he has such high hopes for it. Recently at the MMBA Expo he got to meet Gary Fisher, one of the co-founders of the national Trips for Kids. Dave was even lucky to get a picture with Gary, which just made Dave's day. So go to the TFK's website, watch the MMBA forums for upcoming events that need your help and go meet some of these kids. Once you do you will have made a difference, believe me.

Visit [www.tripsforkidsdetroit.org](http://www.tripsforkidsdetroit.org) for more information.



# An Interview with Gary Fisher

By Shannon Flynn

When I heard that Gary Fisher would be the speaker at MMBA annual meeting this year I offered to interview him right away. I knew he would be really fun guy to meet. And when I got my first glimpse of Gary I wasn't disappointed. He came to our meeting decked out in a shiny blue leather suit. Gary's whole presentation was questions and answers, and so I've included some of those here in this article listed simply as MMBA, and I included a few of my own.

MMBA: Where do you get your inspiration from?

GF: I get inspiration from inside and outside the sport. I look at things, and I think, how can that work for mountain biking?

MMBA: What are the pros and cons of the 29er?

GF: The real test of any new equipment is when you go out and ride with your friends. Anytime you get new equipment, either you move up a few people or you move back a few people. The 29er is passing this test. Riders in Japan love it, but the Europeans don't like it so much. They draft more in their mountain bike races. With a 29er you can't get as close so the slipstream smaller.

MMBA: What's next in bikes?

GF: Shimano is working with electronics, an electronic shifter with an internal hub. In fact, they're betting on it.

MMBA: How do you account for your longevity?

GF: I don't take myself too seriously, and I keep on riding my bikes.

MMBA: How often do you ride your single speed?

GF: Until my knees hurt. I love my single speed. I think more gears and more thinking are driving people away from the sport. People want to get back to the fundamentals.

MMBA: What's your favorite trail to ride?

GF: That depends on what you're looking for, for sheer beauty I like to ride among the Northern California redwoods. I like Crested Butte for the hardcore atmosphere. And if you're going to be eating, you can't beat Northern Italy.

MMBA: How can we grow our sport?

GF: Two things: First, mountain bikers are the premier trail builders. We make more trail than the equestrians and hikers combined, and they like us now because of that. Second there are finally high school mountain bike leagues. This has both teens and their parents involved. Teen are the key and they want their own leagues. They want to see other teens there. They want it to be about themselves.

MMBA members in the audience asked a lot of good questions and I thought I'd include them here for anyone who missed the meeting, but I did have a few of my own questions. In fact the minute I saw Gary I knew my first question would be about the blue suit he was wearing.

SF: That's a very interesting suit Gary.

## A Second Brush with MTB Greatness

By Thumb Shifter

Steve Angel, winner of the Gary Fisher look-a-like contest hosted by American Cycle and Fitness, had an advantage over the other contestants. He and Gary go way back; ten years back. Okay, they may not be old buds, but ten years ago Steve went to the Chicago bike show with his nine-year-old nephew in tow. They both met Gary, who was as ever, a great and friendly ambassador for our sport. He signed autographs for Steve and his nephew Scott, shook their hands and chatted a bit.

Clearly it made an impression. Today Steve rides a Gary Fisher Paragon, and he showed up at the MMBA Annual meeting as the obvious winner of the look-a-like contest. He had given his already "high and tight" hair a touch of red to match Gary's. He grew out a soul patch, dressed in loud clothes and donned some funky tiny shades. He was a shoe-in, a real doppelgänger.

The meeting ten years ago made an impression on young Scott Stewart too. He's not riding a Gary Fisher, but that's only because you can't race a mountain bike in the Tour of California. He must have been stunned to find himself riding against some of the top pro cyclists in the world back in February. Scott failed to finish, missing the cut off time on the brutal third stage. I'm sure he is disappointed, but what a great run for a really young Michigan racer. We'll be looking for Scott in big races the future on the road and the trail.



Photo by Hans Nyberg—Ten Mile Media



GF: Thanks. I like to wear fun clothes! Stuff that makes people smile.

SF: The animal that that suit came from may have been from the Midwest, but you didn't buy that suit anywhere around here. Where did you get that?

GF: I got it in San Francisco at a place called North Beach Leather about 10 years ago. That place is closed now—too bad.

SF: How do you keep up your riding while you're traveling all the time?

GF: I bring my bikes with me.

SF: Couldn't you just grab one from a host shop, I mean, they've got your name on them?

GF: No, I like to ride my own bikes. You know they're set up just right.

SF: Will we ever see products like Gary Fisher energy bars?

GF: I don't think so. Those companies focus entirely on food, but it's not just bike shops that they market to. They market to a much broader range of sports. We just

aren't set up to market like that. That's very different than what we do.

SF: Have road or mountain bikes benefited more from cross technology?

GF: Mountain biking helped break the idea that a bike had to be this uniform piece of equipment. Triathletes helped with this too, and we get a lot of ideas from motorcycles. We have also gotten ideas from all these former Cold War engineers that now work in the bike industry.

SF: I've heard you say before that Trek is a crazy cool company. What did you mean by that?

GF: They have crazy passion for bicycles and cycling. Trek is a team. It's family owned, and the employees own 30% of the company. They just aren't a typical vertical company like the rest of corporate America. Lots of big companies just want to knock off some product, and just do it cheaper. But Trek really wants to innovate.

SF: Have you ever spoken to Al Gore about cycling as an energy alternative?

GF: No, I haven't met Al Gore, but he needs help with this. As an industry, as a group, we need to spread the word about the energy saving and health benefits of bicycles. We have the cure for what ails this planet and it's bikes.

SF: How did this audience today compare with other audiences you typically speak to, and is the MMBA a well know organization outside the state?

GF: Yes, this is a good size group and the MMBA is well recognized organization. NORBA wants back in Michigan, and they're trying to create the value to attract Michigan back to NORBA.

Gary was really casual and very knowledgeable. He's a lot more than a mountain biker in wild clothes, he's also a serious businessman when it comes to bikes. I got the feeling that he would have talked all day, but the guys from American Cycle and Fitness were getting pretty nervous about getting Gary to the Airport so I let him go. It was a real treat to sit and chat with one of our sport's founders. He truly has an infectious enthusiasm for mountain biking, and we're all a little better for it.



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# Chapter Chatter

## Northern Chapter

2006 brought a rising level of enthusiasm and community support to the Copper Harbor trails. An autumn tally concluded that over 1800 man/woman hours were put into the trails this season, utilizing a combination of dedicated volunteer work and almost 600 hours of paid/hired labor from club fundraising....not bad for town with about 300 summer residents! The results of these efforts yielded over 5 new miles of sweet, bench-cut singletrack, a dozen new bridges & boardwalks, new signs, additional marking and general trail enhancements. Some of the new singletrack includes an easy/intermediate-rated looped network at the county-owned Keweenaw Mountain Lodge, consisting of about 4 miles of trails. The "Keweenaw Mountain Trails" will provide some less technical riding options, as compared to Copper Harbor's other 20+ miles of intermediate & advanced-rated trails. The "Dancing Bear" trail was re-routed and built as a new trail along the county property line and on terrain that will spare it the same fate as the original; the loggers' axe.

Weekly Sunday afternoon trail work sessions were held and were well attended during the summer months. The crew's moral was boosted with fatty subs and fresh lemonade donated each week by the CH Mercantile. The Copper Harbor Fat Tire Festival saw its largest attendance ever and broke the 200-

racer mark for the first time with 208 racers + 52 kids in the Jr. Fat Tire. Plans have been in motion over the winter for the 14<sup>th</sup> annual CHFTF, this year on Sunday September 2 - Labor Day Weekend. A lack of snow and late arrival of winter kept several volunteers working & riding on the trails up until Christmas week (something unheard of in the great, white North!). A corridor was opened and the remainder of the 2-mile, 450' vertical, 23 switch-back "Harbor Ridge Trail" will be completed when work resumes in the spring. The CH trail crew has an ambitious agenda set for 2007 and the trails and the riding opportunities will only continue to get bigger and better.....stay tuned for further developments!

## Mid-State Chapter

The Adrian Parks and Recreation Department along with the Mid-state Chapter present: The 11<sup>th</sup> Annual Hare Racer.

Day/Date: Saturday, May 12<sup>th</sup>, 2007

Time: Registration begins at 9:00am

Location: Heritage Park, Adrian

Fees: Kids 3 - 15 are Free!! Adults (16 & up) \$18, \$15 for city residents

Awards will be given to the top male and female finisher in each division and to all participants in the 3 - 5 age group. There will also be free helmets, prize giveaways, pizza and more!

For more information call: 517-264-4872 (Parks & Rec.) or contact mid-mich@mmba.org

The annual Mid-state chapter picnic will be held Sunday, April 29<sup>th</sup> at Burchfield Park, Holt. There will be food and drinks provided for all riders. I am also hoping that some of the local bike shops will be bringing demo trailers out for the event. This should be one of our best picnics don't miss out.

We are currently in talks with the city of Charlotte about a mountain bike trail at Bennett Park. We have walked the land and it appears very promising for a nice family oriented mountain bike trail. We have had several volunteers come forward that are interested in building and maintain this park. If all goes well we should be building soon. I would like to thank David from Village Cycle Shop for getting the ball rolling on this.

I would like to organize some chapter group rides for this summer. I was thinking of a weekly ride at one of our chapter's trails and maybe a floating monthly group ride. If you are interested contact me at mid-mich@mmba.org.

On January 14<sup>th</sup> we held chapter elections at The Hunt Club in Jackson. Chapter President - Jake Pangle, Vice-President - Gregg Idings, and Mid-state Board Representative - Chris Mensing.

Chapter T-shirts are still available in assorted sizes.

## Metro South

We had our first quarterly meeting of the Metro South Chapter was held on February 22<sup>nd</sup> at the Ground Round in Livonia and here are the highlights of the meeting.

### Attendance

James Altmann	Chris Frey
Justin Applegate	Martin Ingman
Tina Applegate	Dan Harrison
Pat Audet	Edward Hug
Claudia Bean	Loren Konkus
Frank Bean	Linda Lamee
Cris Cataldo	Kevin Petts
Dave Cox	Carlos Ramirez
Wendy Cox	Bob Spleet
Matt Dughi	Larry Verna
Mike Flack	Gary Weak
Joe Foy	





General updates on trails, TC's, trail days and activities The chapter has 10 trails most are groomed.

TC requirement is variable; some open positions available

Hickory Glen/Commerce- TC Open ; Jeff Shotwell, Assistant TC

Highland- TC, Bob Spleet. The bail out on bad area of B needs work; no trail day needed, only cut some trees

Hines Park- TC, Mike Flack. Area needs an updated fact finding ride/hike/gps/state of current trails, like Holliday Park, near Westland Mall, plus some steep grades that needs to be fixed. Many bridges are out. Holliday Park has a Nature Preserve we can join. Good flow in portions; potential for eight to ten miles. Perhaps contact Westland city to see about this opportunity what can we do to help them- lots of teens, garbage, beer bottles). Perhaps model on Rouge Park initiative. Steve Almen is the area planner. Newburgh Lake is an area to consider, but it is steep. Idea is to start at Newburgh and keep adding one mile segments, link it to be a long trail. Flooding will be an issue in spots.

ILRA- TC, John Burt. Survey for reroute planned. No trail day until fall. Until then, just cutting and raking for maintenance will be needed. There is a bike demo day at May 13<sup>th</sup>.

Lakeshore Park/Novi- TC, Dave Cox. A few trees are down, but the city will take care of some. Trail Day April 14<sup>th</sup> 9 am. No new cutting, focus on wet spots, maintenance, trimming, and pump track school is possible. The Novi race is scheduled for Sunday July 15<sup>th</sup>.

Maybury- TC, Dave Poirer. There are downed trees, and the staff will clear the big ones before the trail day. Tuesday, Feb. 27<sup>th</sup>, Dave and others are hiking potential reroutes and additions to eventually total 7 miles. Trail Day April 7<sup>th</sup>. The goal will be to check some drainage issues and armor or reroute first climb used in race from last year.

Milford- TC, Bill Herrman. No trail day needed, just cutting and mowing. 50 people showed up for the ride/race/run on February 18<sup>th</sup>. The money from that was split

between Kensington and Milford, and the overall goal is to raise \$100,000 to complete the connectors.

Munson- TC, Scott Goocher. No report

Proud Lake- TC, Bill Hermann. Hiking was done to see opportunities for re-opening up some existing trails of 10-16 miles in length that have great hills. The state wants it to be open to mountain biking. There are no seasonal restrictions. There are two trail heads- Powers Beach and Darden Road. There are bathrooms. Soon there will be a map showing the beginner and fast area. Great opportunity to link trails and back roads.

Rouge Park- TC, Harvey Santana. There are no real trail days scheduled as of now. REI and Trips for Kids will be holding Earth Day event on April 21<sup>st</sup> at Rouge Park starting at \*:30am . They will be meeting at the Tireman TrailHead.

#### Freeride committee

Matt Dughi is the new freeride committee leader. The goals are to help with advice and building at the various trails. We welcome Matt to this position and know he will do a fine job.

#### Races- Maybury and Lakeshore

Maybury- Race Date is set for August 25<sup>th</sup> Part of hiking trail can be used for Maybury race course. It looks same except the entry angle on the sled hill and some other minor areas. Timers are set, permit is set, and fees are taken care of. Bike registration flyer set. There will be the same pricing structure and more combined mailing. Gary Fisher bike giveaway. The Maybury race is part of a three race trail benefit series in Michigan: Yankee Springs, Ft. Custer and Maybury. There will be a trail tie in with advocacy. One idea is if you do a trail day for the course where you will race, you get one free entry. Hammer gel and a few shops donated last year and will be invited again this year. More sponsors are needed. 350 people showed up last year. 85% were in beginner and sport. Many were not MMBA members. The MMBA tent was there. 30 signed up for the MMBA that day. Kiosk will help promote the event. It should be up in spring.

Lakeshore- Race Date is set for July 15<sup>th</sup>. That is the weekend of Ruby, but as that is a NORBA race, we will have the least draw

compared to other race weekends where races have to choose. Plus, the race can again attract beginners and promote a fun event, like with the leis for the hand off and Brittany sign on the trail.

#### Other Chapter events for 2007

Spring thaw options pavement rides so people are pulled off the trail.

Belle Isle Ride- Mid April

Team Greyhounds Atwater Brewing Kick Off- Mid-April

First Beat the Train ride- April 7<sup>th</sup>

Future considerations for MMBA presence- Outdoorama, health expo, men's expo, women's expo...

#### Trail School

Possibilities- 101/ 102 April 7<sup>th</sup> and 14<sup>th</sup>

102 pump track freeride training at Lakeshore

We as a new chapter and chapter board are looking forward to the challenge of representing the MMBA and the great sport of mountain biking. We know we have a great group of members that are dedicated and share in the same goals as us. See you on a trail soon.

Joe Foy-President, Frank McBean-Vice President, Dave Poirie-Treasurer, Claudia McBean- Secretary, Dave Cox- Member at Large.

#### Poto Chapter

Another year, another great MMBA Annual Meeting and Expo!

Some highlights include the Poto Chapter Booth where we had more traffic this year than ever. Thanks to Scott Silvers and his "Spin the Wheel" game we raised \$178. Our Chapter member shops made it possible with their donations of prizes! Thank you and remember to support the shops that support us. Also, Fox Clothing generously donated 50% of their sales from the day to our chapter!

Thank you to all of our First Across the Finish Line Volunteers in 2006. We had a total of 24 people qualify for the 10 hour award and then we had an additional 13 folks qualify for the new 20 hour award. This year's special Poto Chapter Trail Work Award was a copy of the IMBA Trail Solutions Guide. I would love to have every member of the MMBA read this book. It gives you the>>







## Mountain Kids' Director Needed

The applicant should be able to:

- Educate kids, ages 8-12, on basic riding skills and helmet safety
- Schedule and organize events with organizations and agencies that serve at-risk children, ages 8-12
- Communicate with MMBA members about upcoming events.
- Train volunteers to fit bikes and helmets for participants
- Maintain and create new relationships with Mountain Kids' Sponsors
- Perform or coordinate maintenance on Mountain Kids' Bikes
- Hold or be willing to obtain Red Cross First Aid/CPR certification
- Have access to a vehicle with trailer towing capacity.

I will help the new director transition into the position. Mountain Kids' is a very rewarding volunteer experience. To apply, please send a letter of interest and qualifications to the [board@mmba.org](mailto:board@mmba.org). If you have any questions about the volunteer position, send an e-mail to [manning123@sbcglobal.net](mailto:manning123@sbcglobal.net)

Thanks- Sarah Manning

## McGinnis Lake Loop Now Open to Biking

The Wilderness Trail at Holly State Recreation Area will be opened to Mountain Bikes beginning on the opening day of the McGinnis Lake Campground, April 20th. This is approx. 8 miles of existing trail, beginner to intermediate skill level, currently surrounding the McGinnis Lake Campground. The trail begins and ends at the Wilderness Trailhead/Overlook Shelter in the main "Day Use" area of the park.

There are multiple branch-off trails leading into the campground area, for easy access by park campers to the main trail. The decision to open these trails to biking was made to give the members of the mountain biking community an excellent place to camp/ride and to allow our many campers the opportunity to try out mountain biking on fairly easy, fun trails. This will open the doors to many new riders in the campground who may be interested in trying mountain biking, but might have been intimidated by, or did not



Photo by Hans Nyberg -Ten Mile Media  
Shawn Speaker(r), Holly State Recreation Area Park Supervisor and Ranger Gary Orr at the MMBA Expo

want to drive to the Holdridge Lakes Mountain Bike Trails, 5 miles away. This trail is being opened for a 1 year trial period, to determine the level of use and impact on the trail and surrounding land. These trails are cut to approx. 6' width in most places and will be open to one-way mountain bike traffic and multi-directional hiking. If you have any questions, comments or concerns regarding this new trail opportunity, please contact Holly State Recreation Area at (248) 634-8811.

## Tuesday Night Racing at Cannonsburg

Join Milk Jug Racing at Cannonsburg Ski Area every Tuesday night starting April 17, 2007 thru the end of May to prepare for the upcoming bicycling season. If you need to hone your handling skills after a long winter inside, you don't want to miss this training series at Cannonsburg Ski Area!

Milk Jug Racing started out organizing a mountain bike training series in April of 2006, racing every Tuesday night during

the months of May and June. The goal of the Tuesday night training series is to offer the greater Grand Rapids area an affordable, weeknight, local venue where riders of all levels can get together, ride and win great prizes from local bike shops, local eateries and a lot of other really great companies.

Race information at:  
[www.milkjugracing.com](http://www.milkjugracing.com)

## The Ride of Silence™ Will Not Be Quiet



On May 16, 2007, at 7:00 PM, the Ride of Silence™ will begin in North America and roll across the globe.

Cyclists will take to the roads in a silent procession to honor cyclists who have been killed or injured while cycling on public roadways. Although cyclists have a legal right to share the road with motorists, the motoring public often isn't aware of these rights, and sometimes not aware of the cyclists themselves.

In 2003, Chris Phelan organized the first Ride Of Silence in Dallas after endurance cyclist Larry Schwartz was hit by the mirror of a passing bus and was killed.

The Ride Of Silence is a free ride that asks its cyclists to ride no faster than 12 mph and remain silent during the ride. There is no brochure, no sponsors, no registration fees and no t-shirt. The ride, which is held during Bike Safety month, aims to raise the awareness of motorists, police and city officials that cyclists have a legal right to the public roadways. The ride is also a chance to show respect for those who have been killed or injured.

If there is a Ride of Silence in your area, we encourage you to join them. Please go to the Ride of Silence website (<http://www.rideofsilence.org/main.php>) and click on "Locations" go to Michigan "MI" and find a ride near you and please join it. Team Tree Farm will be spearheading the one in Westland, Mi at Hines Park. Please come and join us at this most important ride.



# 27TH ANNUAL

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(Continued from page 11)

## Singlespeed Conversion

error. To be honest it is better to just plan on a chain tensioner to start with. Again there are several companies that make these unique items. One of the widest used is the Surly singulator (\$50) and it takes some set up, but is very versatile.

### 6.) Half Link - \$3 - \$6

The half link is exactly that. It is a half chain link that can be added to any chain without interfering with the chain function. This is a good item to have in the cases where you need just a little longer or just a little shorter chain.

With the above lists and your old mountain bike, you are ready to start the conversion. Keep in mind that there may still be a few items that you may need and your local bike shop should be able to help. Most LBSs have at least one person who is a single speeder. Pick their brains with further questions about gear ratio or chain line...

To start remove the rear wheel and the drive train including the shifters, derailleurs, cables and housing. Remove the chain and chain rings too (you may need to remove the crank for this). Remove the cassette (or freewheel) from the rear wheel. Once the bike is stripped of the old drive-train and cleaned up a bit you can start installing some singlespeed parts from the above list.

Install the chain tensioner & chain rings first. You will need to pull the drive side crank off the bike at this time and use the shorter chain ring bolts here when installing the new chain ring. Install the cog (loosely – do not tighten yet) on the rear wheel. Re install the crank as well is time.

Cut the chain to the proper length...This is where you want to slow down and take your time. To cut, determine the length run the chain

through the entire system and pull it taught to see where the links overlap. There should be enough room on the chain to allow the tensioner to move a few degrees. This will be helpful when you change gears later and need the extra slack in the chain. Keep in mind that a half-link can be added if the chain is just a little too short.

**TECH NOTE:** If you are using a chain that does not have a quick link then you'll need to cut the chain so you end up with male (inner link) and female (outer plate link) links. If you are using the SRAM PC-1 or another chain that uses a quick link (master link) then you'll need to cut the chain so there is both male ends (inner chain links).

After the chain is on the bike you'll need to adjust and check the chain line. The chain line is the line between the chain rings and the rear cog. Ideally you want this line to be as straight as possible to prevent the chain from falling off and make pedaling as smooth as possible. You can usually eyeball this from the rear of the bike and by looking at how the chain runs on the gears. Try to get the gears lined up in the center of the chain as best as you can. This is where you will need to move the rear spacers around a bit. Pulling the cog off and place the spacers in sequence to get the best chain line. Then tighten the lock nut completely.

Adjusting the chain tensioner is the last step to single speed bliss. Depending on the type of tensioner you are using the chain will either be pushed up (pushed up is the preferred method) or pushed down (like a rear derailleur does). Read the instructions for your particular tensioner and adjust it so there is no slack in the chain. The conversion is complete, go out and have fun. And again if you have questions or problems while doing this I suggest going to your local bike shop and making sure everything is fine or in place properly.

(Continued from page 12)

## Bud Pell

because that's the way they would have wanted it, and because now it's your turn. So now it's our turn.

Here are a couple of Bud Pell stories. For starters, he's responsible for getting me into the MMBA. I was riding at Maybury one evening, and sensed that there was somebody on my tail. I'm no racer, but I have a bit of a competitive streak, so I resolved to hold him off until I'd finished my lap, which I did – barely. In the parking lot, Bud introduced himself, and asked me if I'd heard of the Michigan Mountain Biking Association. I had, but wasn't a member. Bud went to his van to get a brochure. As he opened the back door, an avalanche of boomerangs spilled out on the ground. Before long, we were talking about a dozen different things, and Bud was knowledgeable about all of them. Needless to say, I joined shortly thereafter.

Part of the fun of belonging to Southeast chapter in those days was going to meetings at Bud's. His entire house was filled with his carvings and his "toys" – the gear for all the outdoor hobbies he pursued. My wife Deanna was instantly charmed, especially when she learned that he was a wildlife rescuer and rehabilitator. We were both in awe of his shorebird carvings. Whenever I offered to buy one, he'd say, "I'm taking those to a show next week." I never did

get to own a Bud Pell original, which I regret. When he moved out west, I bought his Chinook sea kayak. He threw in so many extras I almost had to make a second trip – paddle, life vests, camping gear, and a complete set of back issues of Sea Kayaker magazine. I read them all, and then bequeathed them to another beginning paddler.

One of the easiest jobs I ever had was to write a nomination letter for Bud as an outstanding volunteer for the American Hiking Society. All I had to do was tell what I knew, which was a fraction of what there was to tell, and the award was Bud's. I can't seem to find the letter right now, but I can still remember the closing line: "when I grow up, I want to be like Bud Pell."

Dan Harrison  
MMBA/REI Trail School Director

Let us find a way to say with all our hearts, "Thank you Bud. Thank you so very much."

Dwain Abramowski  
MMBA founding member



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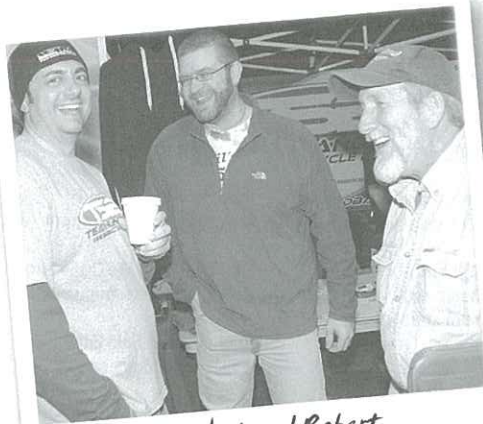
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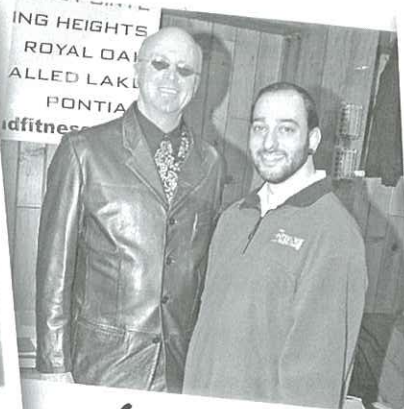
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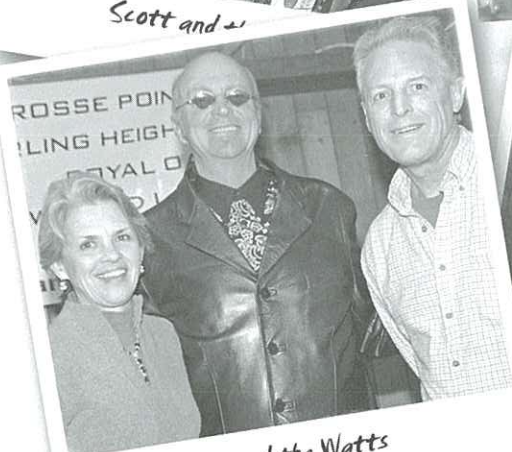
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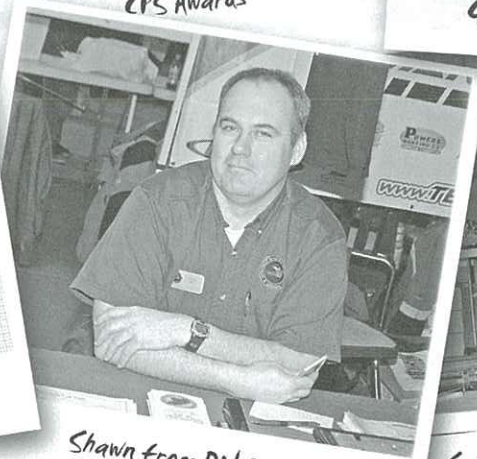
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Gary and (look-alike) Steve



Gary and the Watts



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Photos by Hans Nyberg—Ten Mile Media



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